



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2011-07

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2011-01			
2010-17-18 R1	R	Air Tractor	AT-802 and AT-802A
2010-22-08	COR	Eurocopter France	Rotorcraft: AS 350 B, BA, B1, B2, B3, and D, and Model AS355 E, F, F1, F2, and N
2010-26-04		Piper	PA-28-161
2010-26-09		Sikorsky	Rotorcraft: S-76A, B, and C
2010-26-11		Kaman Aerospace	Rotorcraft: K-1200
2011-01-52	E	Schweizer	Rotorcraft: 269A, A-1, B, C, C-1, and Th-55 series
2011-01-53	E	Piaggio	P-180
	S 2011-01-51		
Biweekly 2011-02			
2010-24-05	COR	Pratt & Whitney Canada	Engine: PW305A and PW305B
2010-26-54		Cessna	LC41-550FG, LC42-550FG
2011-01-03		GROB-WERKE	G102 ASTIR CS, G102 CLUB ASTIR III, G102 CLUB ASTIR IIb, G102 STANDARD ASTIR III
2011-01-04		Embraer	EMB-500
2011-02-04		M7 Aerospace LP	SA26-AT, SA26-T, SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT
Biweekly 2011-03			
2011-01-53	S 2011-01-51	Piaggio Aero Industries	P-180
2011-02-02	S 2008-19-06	Socata	TBM 700
2011-02-08		Aircraft Industries	Glider: L 23 Super Blanik
Biweekly 2011-04			
2011-01-14	S 2005-17-01	Pilatus	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2011-01-53	COR	Piaggio Aero Industries	P-180
	S 2011-01-51		
2011-03-04	S 2009-09-09	Cessna	LC40-550FG (300), LC41-550FG (400), and LC42-550FG (350)
2011-03-05	S 2007-11-03	Dornier Luftfahrt GmbH	Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
Biweekly 2011-05			
2010-17-18 R1		Air Tractor	AT-802 and AT-802A
2011-05-01		Piaggio Aero Industries	P-180
2011-05-02		Viking Air Limited	DHC-3
2011-05-06		Thielert	Engine: TAE 125-02-99 and TAE 125-02-114 reciprocating
2011-05-51	E	Turbomeca	Engine: 1E2, 1S, and 1S1 turboshaft
Biweekly 2011-06			
2010-26-51	S 2009-08-03	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2011-03-02		Eurocopter France	Rotorcraft: SA330F, SA330G, and SA330J
2011-03-03		Bell Helicopter Textron Canada Limited	Rotorcraft: 427
2011-03-06		Eurocopter France	Rotorcraft: AS-365N2, AS 365 N3, and SA-365N1
2011-05-07	S 2008-22-21	Allied Ag Cat Productions	G-164, G-164A, G-164B, G-164B with 73" wing gap, G-164B-15T, G-164B-20T, G-164B-34T, G-164C, G-164D, G-164D with 73" wing gap
2011-05-08	S 2011-05-51	Turbomeca	Engine: Arriel 1E2, 1S, and 1S1 turboshaft
2011-06-01		APEX Aircraft	CAP10 B and CAP10 B
2011-06-06	S 2008-24-07	Eclipse	EA500

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2011-07			
2011-05-09		B-N Group Ltd	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R
2011-06-07		Eurocopter France	Rotorcraft: EC130 B4
2011-07-03	S 2007-02-12	Reims Aviation S.A.	F406



2011-05-09 B-N Group Ltd.: Amendment 39-16618; Docket No. FAA-2010-1255; Directorate Identifier 2010-CE-059-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective April 26, 2011.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to B-N Group Ltd. Models BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R airplanes, all serial numbers, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 27: Flight Controls.

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states:

An event has been reported where Glass Fibre Reinforced Plastic (GFRP) elevator tips have been found deformed on in-service aircraft. The outboard three inches of the elevator tip assembly profiles (top and bottom surfaces) had changed from being convex profiles to concave profiles. There is concern that this could potentially result in, or be caused by, internal structural delamination and/or failure. Such a failure could have a serious effect on the aircraft handling and could potentially result in loss of control of the aircraft.

For the reasons stated above, the initial issue of this AD (AD 2009-0105) mandated inspection of the GFRP elevator tips and replacement of any deformed parts.

Its Revision 1 (AD 2009-0105R1) extends the compliance time by three months.

Its Revision 2 (AD 2009-0105R2) extends the compliance time by an additional three months.

Actions and Compliance

- (f) Unless already done, do the following actions:

(1) Before further flight after April 26, 2011 (the effective date of this AD), visually inspect for deformation of shape and signs of concavity the elevator tip assemblies (top and bottom surfaces) as instructed in paragraphs 6 and 9 of Britten-Norman Aircraft Limited Service Bulletin Number BN-2/SB 313, Issue 3, dated February 24, 2009. If no sign of deformity or concavity is found as a result of the inspection required by paragraph (f)(1) of this AD, no further action is required by this AD except for the requirements of paragraph (f)(3) of this AD.

(2) If signs of deformation or concavity are found, before further flight, inspect for delamination the elevator tip as instructed in paragraph 9 of Britten-Norman Aircraft Limited Service Bulletin Number BN-2/SB 313, Issue 3, dated February 24, 2009.

(i) If delamination is found as a result of any inspection required by this AD, before further flight, replace the elevator tip with a serviceable elevator tip following Britten-Norman Ltd. Drawing NB-31-235, Issue 13; Britten-Norman Ltd. Drawing NB-31-873, Issue 2; or Britten-Norman Ltd. Drawing NB-0906, Issue 3, as applicable to airplane models.

(ii) If no delamination is found as a result of any inspection required by this AD, at intervals not to exceed 50 hours time-in-service (TIS) and until accomplishment of paragraph (f)(2)(iii) of this AD, inspect for delamination the elevator tip as instructed in paragraph 9 of Britten-Norman Aircraft Limited Service Bulletin Number BN-2/SB 313, Issue 3, dated February 24, 2009.

(iii) Within 12 months after the effective date of this AD, unless already done as required by paragraph (f)(2)(i) of this AD, replace the elevator tip with a serviceable elevator tip following Britten-Norman Ltd. Drawing NB-31-235, Issue 13; Britten-Norman Ltd. Drawing NB-31-873, Issue 2; or Britten-Norman Ltd. Drawing NB-31-0906, Issue 3, as applicable to airplane models.

(3) After April 26, 2011 (the effective date of this AD), do not install elevator tips on any airplane, unless they have already been inspected in accordance with Britten-Norman Aircraft Limited Service Bulletin Number BN-2/SB 313, Issue 3, dated February 24, 2009, and determined to be free from concavity and delamination.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave., SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

Related Information

(h) Refer to MCAI EASA AD No.: 2009-0105R2, dated March 9, 2010; Britten-Norman Aircraft Limited Service Bulletin Number BN-2/SB 313, Issue 3, dated February 24, 2009, Britten-Norman Ltd. Drawing NB-31-235, Issue 13; Britten-Norman Ltd. Drawing NB-31-873, Issue 2; and Britten-Norman Ltd. Drawing NB-31-0906, Issue 3. For service information related to this AD, contact Airworthiness, Britten-Norman Aircraft Ltd., Bembridge Airport, Isle of Wight, PO35 5PR, United Kingdom; telephone: +44(0) 20 3371 4000; fax: +44(0) 20 3371 4001; e-mail: jim.roberts@bnaircraft.com. You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148.

Material Incorporated by Reference

(i) You must use Britten-Norman Aircraft Limited Service Bulletin Number BN-2/SB 313, Issue 3, dated February 24, 2009, Britten-Norman Ltd. Drawing NB-31-235, Issue 13, dated May 20, 2010; Britten-Norman Ltd. Drawing NB-31-873, Issue 2, dated October 9, 1996; and Britten-Norman Ltd. Drawing NB-31-0906, Issue 3, dated November 24, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Airworthiness, Britten-Norman Aircraft Ltd., Bembridge Airport, Isle of Wight, PO35 5PR, United Kingdom; telephone: +44(0) 20 3371 4000; fax: +44(0) 20 3371 4001; e-mail: jim.roberts@bnaircraft.com.

(3) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148.

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on March 4, 2011.

Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



2011-06-07 Eurocopter France: Amendment 39-16632; Docket No. FAA-2011-0212; Directorate Identifier 2010-SW-055-AD.

Applicability: Model EC130 B4 helicopters with a flotation gear unit "1G" (1G unit), part number (P/N) 350A63256300, installed, certificated in any category.

Compliance: Within 15 hours time-in-service, unless accomplished previously.

To prevent an uncommanded in-flight deployment of the emergency flotation gear, unexpected deceleration and pitch down movement of the helicopter, and subsequent loss of control of the helicopter, do the following:

(a) Determine whether the 1G unit has an asterisk (*) after the P/N displayed on the 1G unit panel as shown in Figure 4 of Eurocopter Emergency Alert Service Bulletin No. 25A037, dated April 27, 2010 (EASB).

(b) If there is an asterisk after the P/N displayed on the 1G unit panel, determine if there is a rubber extrusion installed on the stringer as shown in Figure 6 of the EASB.

(1) If no rubber extrusion is installed on the stringer, remove the 1G unit by following the Accomplishment Instructions, paragraph 2.B.2.a. of the EASB.

(2) Bond a rubber extrusion onto the stringer using Bostik 1400 or an equivalent adhesive. Bostik 1400 is ready for use; if using an equivalent adhesive, follow the manufacturer's directions for preparation and application.

(i) Thoroughly clean the bonding surfaces of the stringer; remove all traces of grease.

(ii) Apply a uniform adhesive film on the bonding surfaces.

(A) For Bostik 1400, allow to dry until tack free (about 15 minutes).

(B) For equivalent adhesive, follow the manufacturer's procedures.

(iii) After adhesive application, assemble the bonding faces and press firmly to eliminate air bubbles. Maintain the pressure throughout the hardening period as described for the adhesive being used. For Bostik 1400, the adhesive hardens in about 48 hours at room temperature.

(3) Reinstall the 1G unit by following the Accomplishment Instructions, paragraph 2.B.2.b., of the EASB. Functionally test the emergency flotation gear control system.

(c) If there is no asterisk displayed after the P/N on the 1G unit panel, remove the 1G unit by following the Accomplishment Instructions, paragraph 2.B.2.a., of the EASB.

(1) Inspect the 1G unit for interference:

(i) If you find interference between the harness wires and the stringer, install a sheath, P/N EN6049-006-08-5, on all the harnesses in the area of the interference, and secure the sheath with cable ties as depicted in Figure 5 of the EASB.

(ii) If you find interference between the harness wires and the inside surface of the 1G unit or with any of the 1G unit's internal components, remove the installed cable ties, P/N E0043-1A0P, and spacer(s), P/N E0688-01, as required, to allow repositioning or routing of the harness to eliminate interference. Secure repositioned harnesses using new cable ties, P/N E0043-1A0P, and new spacers, P/N E0688-01.

(iii) If you find interference between the harness and the helicopter structural stringer, install a sheath, P/N EN6049-006-08-5, on all the harnesses located at the stringer as depicted in Figures 5 and 6 of the EASB. Secure the sheath with cable ties, P/N E0043-1A0P, so that no interference between the sheathed harness and the structural stringer exists.

(iv) Bond a black rubber extrusion, P/N BT4, on the stringer as shown in Figure 6 by following the requirements of paragraph (b)(2) of this AD.

(2) Inspect the attachment screw of cable 1GR19E for orientation and arrangement that matches the Post EASB detail, as shown in insert D of Figure 5 of the EASB, and determine if it is covered with heat shrink, P/N VG95343T05E004A, or equivalent. If orientation and arrangement of the attachment screw cable 1GR19E are not as shown in insert D of Figure 5 or the attachment screw is not covered with heat shrink, modify the attachment screw by following the Accomplishment Instructions, paragraph 2.B.5.b., of the EASB.

Note 1. Figure 5 of the EASB does not show the heat shrink installed for clarity of screw head and lug detail.

(3) Inspect for damage to a wire of the harness inside the 1G unit as depicted in Figure 7 of the EASB. Replace any damaged wire using the correct wire and contact information listed in the Appendix, paragraph 4, of the EASB.

(4) Mark an asterisk "*" after P/N 350A63256300 on the 1G unit panel using indelible ink to indicate compliance with this AD.

(5) Reinstall the 1G unit by following the Accomplishment Instructions, paragraph 2.B.2.b., of the EASB, and functionally test the emergency flotation gear control system.

(d) Installing an airworthy 1G unit that has been modified and identified as required by this AD is terminating action for the requirements of this AD.

(e) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, FAA, Attn: George Schwab, Aviation Safety Engineer, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5114, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(f) The Joint Aircraft System/Component (JASC) Code is 2497: Electrical Power System Wiring.

(g) Remove and install the 1G unit, determine the correct wire and contact information, and do the inspections by following the specified portions of Eurocopter Emergency Alert Service Bulletin No. 25A037, dated April 27, 2010. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.com>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(h) This amendment becomes effective on April 6, 2011.

Note 2: The subject of this AD is addressed in European Aviation Safety Agency No. 2010-0088-E, dated May 6, 2010.

Issued in Fort Worth, Texas, March 7, 2011.

Lance T. Gant,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2011-07-03 Reims Aviation S.A.: Amendment 39-16640; Docket No. FAA-2011-0058; Directorate Identifier 2010-CE-071-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective April 26, 2011.

Affected ADs

- (b) This AD supersedes AD 2007-02-12, Amendment 39-14899.

Applicability

- (c) This AD applies to REIMS AVIATION S.A. Model F406 airplanes, serial numbers (SNs) 0002, 0003, 0004, 0006, 0008, 0009, 0010, 0012, 0013, 0017, 0024, 0025, 0039, 0042, 0044, 0045, 0066, 0070, 0073, 0074, 0075, 0077, 0080 through 0092, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 27: Flight Controls.

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states:

In early 2005, several reports had been received regarding discovery of cracks in rudder pulley brackets installed on Reims F406 aeroplanes. This pulley bracket, Part Number (P/N) 6015511-1, is installed on aeroplanes with the optional "Camera Hole" modification.

This condition, if not detected and corrected, could result in the loss of rudder control on the airplane.

To address this unsafe condition, DGAC France issued Emergency (Urgent) AD UF-2005-080, followed by the final AD F-2005-080, requiring repetitive inspections of the P/N 6015511-1 rudder pulley bracket and replacement of the bracket with a modified bracket, P/N 4061-2701-1, as terminating action.

Recently, Reims discovered that aeroplane s/n F406-0091 had inadvertently not been included in the SB and this has been revised to correct the omission.

For the reasons described above, this AD retains the requirements of DGAC France AD F-2005-080, which is superseded, and adds aeroplane s/n F406- 0091 to the Applicability of the AD, by referencing Revision 2 of the Reims Aviation Industries SB F406-58.

Actions and Compliance

- (f) Unless already done, do the following actions:

- (1) For all affected SNs except F406-0091:

- (i) Within the next 10 hours time-in-service (TIS) after February 13, 2007 (the effective date retained from AD 2007-02-12), perform the initial inspection as specified in REIMS AVIATION

INDUSTRIES Service Bulletin No. F406-58, REV 1, dated October 27, 2006; or REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 2, dated July 27, 2010.

(ii) If no cracking is found following the initial inspection required in paragraph (f)(1)(i) of this AD, repetitively thereafter inspect every 50 hours TIS or 1 month, whichever occurs first, until the installation of the modified pulley bracket specified in paragraphs (f)(1)(iii) or (f)(1)(iv) of this AD is done.

(iii) If any cracking is found during the inspections required in paragraphs (f)(1)(i) or (f)(1)(ii) of this AD, before further flight, install the modified pulley bracket as specified in REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 1, dated October 27, 2006; or REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 2, dated July 27, 2010. This installation terminates the repetitive inspections required in paragraph (f)(1)(ii) of this AD.

(iv) Within the next 100 hours TIS or 2 months after February 13, 2007 (the effective date retained from AD 2007-02-12), whichever occurs first, install the modified pulley bracket as specified in REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 1, dated October 27, 2006; or REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 2, dated July 27, 2010. This installation terminates the repetitive inspections required in paragraph (f)(1)(ii) of this AD.

(v) The modified pulley bracket specified in REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 1, dated October 27, 2006; or REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 2, dated July 27, 2010, may be installed at any time after the inspection required in paragraph (f)(1)(i) of this AD, as long as no cracking is found, but no later than the compliance time specified in paragraph (f)(1)(iv) of this AD. If cracking is found, it must be replaced before further flight as required in paragraph (f)(1)(iii) of this AD.

(2) For serial number F406-0091:

(i) Within the next 10 hours TIS after April 26, 2011 (the effective of this AD), perform the initial inspection as specified in REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 2, dated July 27, 2010.

(ii) If no cracking is found following the initial inspection required in paragraph (f)(2)(i) of this AD, repetitively thereafter inspect every 50 hours TIS or 1 month, whichever occurs first, until the installation of the modified pulley bracket specified in paragraphs (f)(2)(iii) or (f)(2)(iv) of this AD is done.

(iii) If any cracking is found during the inspections required in paragraph (f)(2)(i) or (f)(2)(ii) of this AD, before further flight, install the modified pulley bracket as specified in REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 2, dated July 27, 2010. This installation terminates the repetitive inspections required in paragraph (f)(2)(ii) of this AD.

(iv) Within the next 100 hours TIS or 2 months after April 26, 2011 (the effective date of this AD), whichever occurs first, install the modified pulley bracket as specified in REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 2, dated July 27, 2010. This installation terminates the repetitive inspections required in paragraph (f)(2)(ii) of this AD.

(v) The modified pulley bracket specified in REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 2, dated July 27, 2010, may be installed at any time after the inspection required in paragraph (f)(2)(i) of this AD as long as no cracking is found, but no later than the compliance time specified in paragraph (f)(2)(iv) of this AD. If cracking is found, it must be replaced before further flight as required in paragraph (f)(2)(iii) of this AD.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, a Federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave., SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD 2010-0230, dated November 5, 2010; REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 1, dated October 27, 2006; and REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 2, dated July 27, 2010, for related information. For service information related to this AD, contact Reims Aviation Industries, A  rodrome de Reims Prunay, 51360 Prunay, France; telephone + 33 3 26 48 46 65; fax + 33 3 26 49 18 57; e-mail Jn.siro@reims-aviation.fr. You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148.

Material Incorporated by Reference

(h) You must use REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 1, dated October 27, 2006; and REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 2, dated July 27, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 2, dated July 27, 2010, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On February 13, 2007 (72 FR 3047, January 24, 2007), the Director of the Federal Register previously approved the incorporation by reference of REIMS AVIATION INDUSTRIES Service Bulletin No. F406-58, REV 1, dated October 27, 2006.

(3) For service information identified in this AD, contact Reims Aviation Industries, A  rodrome de Reims Prunay, 51360 Prunay, France; telephone + 33 3 26 48 46 65; fax + 33 3 26 49 18 57; e-mail Jn.siro@reims-aviation.fr.

(4) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148.

(5) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:
http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

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